

## LINER JUNIATA TO BE LENGTHENED AT YARD

Merchant & Miners Company Lets Contract to the Local Plant.

COST OVER HUNDRED THOUSAND

While Here the Steamer Will Have New Boilers Installed and Undergo General Overhauling and Repairs—Other Ships of Fleet May be Enlarged.

The Merchants & Miners Transportation Company has awarded the Newport News Shipbuilding & Dry Dock Company the contract for making extensive alterations and repairs to the steamer Juniata. The steamer is to be cut in two and lengthened 36 feet, to have four new boilers installed and to be given a thorough overhauling. The work will cost over \$100,000 and will require from three to four months for completion.

Work on the vessel will begin this month, and while she is laid up at the yard another steamer of the company's big fleet will replace her on the route between Boston, Newport News and Baltimore.

The lengthening of the Juniata will give her an additional carrying capacity of about 800 tons of cargo and will increase her passenger accommodations considerably. This is the second vessel of the Merchants and Miners fleet to be lengthened within a year. The steamer Essex having been made 36 feet longer while she was being rebuilt at the shipyard recently. The work done on the Essex gave such entire satisfaction to the company that it was decided to lengthen other ships of the fleet in order to give the vessels sufficient carrying capacity to meet the increasing freight traffic between Boston, Newport News and Baltimore. It is probable that after the work on the Juniata is completed other ships of the same line will be lengthened.

This will be the fifth vessel that has been lengthened at the local yard during the past fifteen months. The others are the Hamilton and Jefferson, of the Old Dominion fleet, the Essex, of the Merchants and Miners fleet and the Virginia Pilot's Association pilot boat Relief. The yard now has the contract for lengthening the Chesapeake & Ohio ferry steamer Virginia.

## FIREMEN DELAYED BY CONDITION OF STREET

Horses Couldn't Pull Engine and Hose Wagon Through Mud to Burning Dwelling.

A small two-story frame dwelling house at 754 Hampton avenue, occupied by a negro family named Be... was considerably damaged by fire about 11 o'clock last night. An overheated stove pipe set fire to a bed, which was standing near it, and when the flames were discovered by the occupants of the house, the bed was ablaze.

An alarm was sent in to the fire department and the East End company responded, but it was sometime before the firemen reached the scene, they being delayed by the condition of the streets. The hose wagon and engine turned into Marshall avenue from Twenty-fifth street to go to the

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scene of the flames, but the condition of the avenue was so bad that the horses could not pull the heavy apparatus and the drivers were compelled to go back to Twenty-fifth street and drive to Jefferson avenue and down that avenue to Hampton avenue and thence to the scene of the fire.

When the company finally reached the burning building they made quick work of the flames. The loss will not exceed \$100.

## THEATRICAL

The only attraction at the Academy of Music this week will be "It's All Your Fault," which plays a return engagement Saturday matinee and night. The Atlanta, Ga., constitution last week said:

"It's All Your Fault," the farce comedy at the Grand for a matinee and evening performance yesterday, was one of the best performances of its kind witnessed in Atlanta this season, and with its numerous com-



CHARLES J. STINE IN "IT'S ALL YOUR FAULT"

plications amused a small audience throughout the three acts.

"As is usual in a farce comedy, there was not so much of plot, and this one does not prove an exception to the rule. However, it was a rather entertaining bit, and those who did not consider it worth while last night really missed a pleasing performance by not attending."

Manager Booker has reduced the prices for this engagement to 25, 50 and 75 cents and \$1. There will be a bargain matinee for ladies and children at 25 and 50 cents.

Gloucester in Dry Dock. The Merchants & Miners steamer Gloucester was floated into dry dock No. 2, at the shipyard, yesterday morning to have repairs made to her hull. The steamer is undergoing a general overhauling at the yard.

Ohio Leaves Roads. The battleship Ohio, of the battleship division of the Atlantic, sailed from Hampton Roads yesterday to join the ships under Admiral Evans. The Ohio flies the flag of Rear Admiral W. H. Emery, commanding the division.

"Everybody Should Know" says C. G. Hays, a prominent business man of Bluff, Mo., that Bucklen's Arnica Salve is the quickest and surest healing salve ever applied to a sore, burn or wound, or to a case of piles. I've used it and know what I'm talking about." Guaranteed by the Ideal Pharmacy, 25c.

## LOUISIANA A SPLENDID VICTORY FOR SHIPYARD

Government Convinced That Battleships Should be Built by Private Plants.

LESSON VERY THOROUGHLY TAUGHT

Marine Review Says It Took An Act of Congress and Two Years to Satisfy Politicians of What Everybody Else Knew—Comparative Cost of Ships.

Shipbuilders and naval men of the country find an interesting subject for discussion in the signal victory won by the plant of the Newport News Shipbuilding and Dry Dock Company in the construction of the battleship Louisiana, a sister ship of the Connecticut which was built by the navy yard at Brooklyn. The Louisiana was built in less time than the Connecticut, made a splendid showing in all of her trials and speed tests, and it develops that she cost nearly four hundred thousand dollars less than her government built sister.

The following is from the New York Marine Journal:

"It cost the government \$359,425 more to construct the battleship Connecticut at the New York navy yard than to build the battleship Louisiana, a sister ship, by private contract. The total cost of the Connecticut was \$6,340,247, while the Louisiana cost \$5,980,822. The difference in the cost would be even greater if the fact that the Louisiana has more than thirty-five tons more armor than the Connecticut, costing \$17,223, were taken into consideration, but this is not figured in the final total in the comparative statement which has been sent to Congress. The turrets also in the Louisiana were more expensive than those in the Connecticut to the extent of \$13,632. Eliminating the cost of armor and armament, the difference in the cost was \$390,280."

Commenting upon the above, the Marine Review says:

"It took an act of Congress and two years time satisfy the politicians in and out of Congress of that which everybody knew, who knew anything about battleship construction, that our large private yards could build them more quickly, cheaper and better than naval constructors in our navy yards. The foregoing official statement, issued from the Navy Department on Saturday last, shows that the Connecticut cost \$390,280 more to construct than the Louisiana, exclusive of 35 tons more armor and more expensive turrets furnished in the latter, which the Navy Department has not credited to the account of the Louisiana."

"It should be gratifying to the battleship builders of the country in private yards, and especially to the Newport News company, which built the Louisiana, that one of the ablest constructors in the navy, William J. Baxter, had charge of the Connecticut and was allowed a free hand with all the tools, machinery, and men that he desired and with which he turned out a fine ship. But up to date she hasn't passed the ordeal that the government requires from private builders as to endurance and speed trials. Should she be put to the test that her sister ship was before being accepted, there is no reason to believe, however, that she will acquit herself any better, if she does as well, while she cost nearly half a million dollars more. The Marine Journal is more gratified at this result, for the reason that we believed that the Connecticut would cost considerably more money than the Louisiana, if for no other reason than that it practically costs the government more money for everything it requires than it does anybody else, because its exactions are so great and so often unreasonable and unnecessary."

"The hard fast rules that govern the construction of war ships in private yards are many of them onerous and impracticable, as proven by the great number of times that shipbuilders have had to appeal to Congress for fair play. Now that one of our best-equipped ship and engine building yards has practically settled navy yard shipbuilding in competition for all time, we hope that in giving out future contracts the Navy Department will be as reasonable and lenient with our shipbuilders as it has been with those of its own force in the construction of the Connecticut."

"Since the foregoing was in type, Chairman Foss, of the naval com-

mittee of the House, has been thinking to say in regard to the ordinary expense of the construction of vessels, as well as other work, in the navy yard of the country, and has in connection with his associates on the committee had a clause inserted in the naval appropriation bill which, if it becomes a law, will create a board consisting of two naval officers and three civilians, to inspect the various yards and report on the best means to work out greater economy in construction work, as it is believed that \$1,000,000, or more, can be saved thereby. In this connection Chairman Foss concludes by saying:

"It is unquestioned that naval officers are more valuable to the government when they are at sea their natural element, than when doing shore duty. If the present plan is carried out, we should authorize the navy to hire trained civilians to be put in charge of all construction work at navy yards. Naval officers could continue to perform the military functions of the yards, and they would be detailed as designers and inventors, but the work they mapped out, we believe, could be done better if it were turned over to civilians for execution."

## Social-Personal

Elaborate preparations are being made for the musicale and dinner to be given by the St. Agatha Guild of St. Paul's Episcopal church in the parish house next Tuesday evening. A musical and literary program will include selections by a mandolin and quartette club, and the Rathbun quartette, and a solo by Mrs. Pattee, of Richmond. Admission to the entertainment will be free and dinner, consisting of chicken salad, oysters and other good things will be served for 30 cents. The affair is given for the benefit of the organ fund of the church.

Mrs. Theo. Cox, Miss Blanche Webb and Mrs. Thomas F. Stearnes left yesterday for Waynesboro, where they were called by news of the critical illness of Mrs. Webb, mother of Mrs. Cox and Miss Webb.

Mr. W. Perry Epes will leave this morning on a trip to Richmond and Blackstone.

Mr. Louis Buckman has returned to Baltimore after a visit to his parents here.

Mr. J. W. McNair is recuperating after an illness at his home, 213 Thirtieth street.

Mr. R. M. Johnson, of Richmond, arrived in the city yesterday to spend a day or two with relatives.

Mrs. Logan T. Davis has been called to Williamsburg by the illness of a little nephew.

Miss Maude Garner has gone to Washington where she will be the guest of relatives for several weeks.

Mrs. Ed. Adams arrived here from Philadelphia yesterday to visit relatives.

## MUCH IN LITTLE.

A judgeship at Sacramento, Cal., was vacant. There were three candidates. Two of them, who believed their chances equal, agreed to shake dice as to which should withdraw, and did so. The Governor heard of it and appointed the third candidate to the place.

A judge, in delivering the prizes the other day, in Queen's Hall, London, to successful students in one of the large typewriting schools, expressed his regret and sympathy in noting the fact that there was no "kiss sings" on the keyboard of typewriting machines.

Uruguay is a good market for American-made incubators and brooders, writes Consul J. W. O'Hara, for the reason that the most common breeds of chickens are nonsetters, such as Spanish and Leghorns. A few incubators are now in use, and the people are well satisfied.

About 10 species of "vegetable sponges" are now cultivated in the warmer parts of Africa and Asia, especially in Algeria. The fruit is edible before maturity, but on ripening the pulp separates from the fibrous material, which then becomes an excellent substitute for real sponge for the toilet, bathroom and many other purposes. The Algerian sponges are in large demand in Paris.

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To Commemorate Robert Fulton.

WASHINGTON, D. C., Feb. 9.—

The State Department is pleased with the prospects of getting Congress to appropriate \$25,000 for the representation of this government at the International Maritime Exposition at Bordeaux this summer. This exposition, which opens May 1st, and closes October 31st, is in celebration of the centennial of the invention of steam navigation by Robert Fulton, the American. The government has decided to send at least one American warship to Bordeaux at sometime during the exposition.

Edmund Gibson Lands Nice Job.

RECHMOND, VA., Feb. 9.—

Edmund Gibson son of the Detective Charles Gibson, of Richmond, has been appointed to a position in the United States Engineering Department. Mr. Gibson, who has already left for the South, will be located at Mobile.

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